

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL
MANILA, YAP, NEWGUINEA, "FRINZ WALDEMAR" SATURDAY,
BRISBANE, SYDNEY & MIL. Capt. F. Isenck 21st May, Daylight.
BOURNE
For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th April, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.
TO AND FROM JAPAN via SHANGHAI.

FOR CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TOURANI Lancelin, 9th May, P.M.
MARSEILLES, VIA PORTS CACHAR Laurio, 9th May, at 6 P.M.
SHANGHAI, KOBE, YOKOHAMA, YARRA 23rd May, P.M.
MARSEILLES, VIA PORTS AUSTRALIEN Riquez, 24th May, at 1 P.M.

Transhipment on the Co. Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. no hours' railway from Marseilles to London.

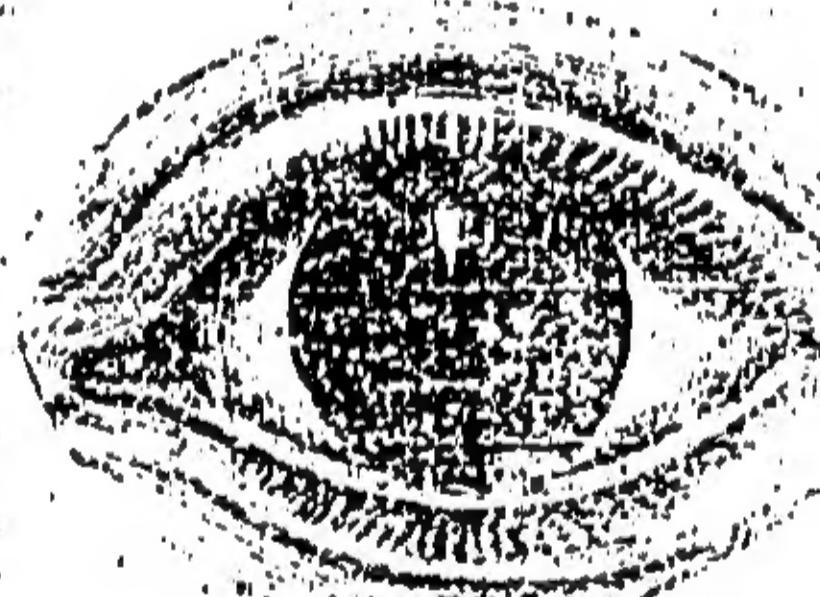
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 26th April, 1910.

Intimations.



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground, All kinds of Repairs, Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, GALLIVIA, SHANGHAI,
John Street, Bedf ord Row, W.C. 40, Bentinck Street 36

GALLIVIA, SHANGHAI,
40, Bentinck Street 36

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest development and achievement of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, anxiety, nervousness, chronic disease, overstrain of mind, life, overexertion, trembles, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or deficiency of the vital forces, impaired vitality, harassing dreams, night disturbance, loss of appetite, insomnia, nervousness, rheumatism, sciatica, hay fever, pains and swelling of the joints, discharges, secondary symptoms, asthma, larynx, pleurisy, bad legs, bad breasts, abscesses, ulcers, sores, goitre or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking coughs, pleurodynia, cough, toothache, the precursor of consumption.

CAUTION.—Ask for "VETARZO MEDICINE," which is the only genuine article. Never buy from unscrupulous vendors, who often try to pass inferior preparations (usually their own manufacture) for the sake of extra profit. Price in England, 2d. Every genuine bottle of these medicines bears the British Government stamp with the words "VETARZO REMEDIE" impressed thereon. White letter, a red ground, and a red seal. Patent Medicine. Consignment Registered Trade Mark. VETARZO TRADE MARK will be taken against persons printing.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and main scientific and effectual uses of self-curc over discovered for nervous exhaustion, depression of spirits, want of seat and energy, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of married life. It also treats on many other subjects. Price 10 annas Post Free.

VETARZO REMEDIES CO., Chapel Oak, London, or of Agents for above medicines. Price 10 annas Post Free.

Agents for India.—TREACHER AND CO., LTD., BOMBAY, BYCULLA, AND POONA.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length 515 ft.
Width of Entrance 80 ft.
Water on Blocks 28 ft.

NO. 2 DOCK.

ON COURSE OF CONSTRUCTION.
Docking Length 376 ft.
Width of Entrance 50 ft.
Water on Blocks 26 ft.

NO. 3 DOCK.

Docking Length 48x ft.
Width of Entrance 63 ft.
Water on Blocks 21.5 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Capitalists and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridges Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels while under repairs.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Deck, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts, 4, 1, and Watkins.

Yokohama, April 28th, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

■ ■ ■ ■ ■

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been purchased by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and others living in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples or application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American Fleet in a few days, please order early, as our stock is limited.

RIVAL PACIFIC LINERS.

FREIGHT RATES CUT DOWN.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples or application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American Fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1910.

To Let.

TO LET.

DARTMOOR, No. 13, CONDUIT ROAD.

A HOUSE in CLINTON GARDENS and OFFICES, 16, DES VŒUX ROAD CENTRAL.

GODOWNS, PRAYA EAST, formerly occupied by M. B. K.

OFFICES, No. 2, COMMAGHT ROAD, 3rd Floor.

A HOUSE in WONG-KEI-CHONG ROAD.

A HOUSE in RIZON TERRACE.

OFFICES in YORK BUILDING,

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 27th April, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Room suitable for Offices.

FIRST FLOOR of No. 4, DES VŒUX ROAD recently vacated by Institution of Engineers and Shipbuilders.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1910.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 24th February, 1910.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

exempted

Hongkong, 6th September, 1909.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

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HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

exempted

Hongkong, 6th September, 1909.

JUST UNPACKED

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Samples on application.

Coast Port Orders carefully

exempted

Hongkong, 6th September, 1909.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.</

Entimation.

Public Company

THE CHINKEE ENGINEERING AND MINING CO., LIMITED.

NOTICE.

AN INTERIM DIVIDEND OF ONE SHILLING and SIX PENCE per Share, free of tax, on account of year ending 28th February, 1910, has been declared by the Directors of the above Company.

COUPEON No. 14 is payable on the and May, at the Chartered Bank of India, Australia & China and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE,
Agent.

Hongkong, 2nd May, 1910. [310]

THE COLONIAL OFFICE.

INITIAL STEPS IN SCHEME OF REORGANISATION.

DATE OF DEFINITE DIVISION.

The Earl of Crewe's bill at the Royal Colonial Institute banquet to Sir George Reid that it is one of the probabilities of the future that the Colonial Office would be divided into two sections, one dealing with the self-governing dominions, the other with the Crown colonies, has naturally aroused a great deal of interest in colonial circles in London. At the time of the last Imperial Conference, a strong case was put forward for this reform it being urged that the methods of dealing with Crown colonies and with self-governing dominions were so entirely different that it was unwise to have them under the one department. A tentative suggestion was then made that there should be an Imperial department and a Colonial Department of State.

We are, says a London journal, in a position to state that Lord Crewe's speech, though it did not make a definite announcement, represented a statement of policy which has passed the stage of discussion and has been actually decided upon. Probably by the date of the next Imperial Conference the division of Colonial Department into two sections will be made; if the present Liberal Government is in power, and just as certainly if a Unionist Government has succeeded it, for the Unionist Party is in full sympathy with the aspirations of the new imperialism, and with the desire of the self-governing dominions to accentuate the fact that their bond to the Empire is a family one of affection rather than the reluctant obedience of subjection.

SENTIMENTAL CHANGE.

It may be further stated that the change, when it comes, so far as the departmental organisation is concerned, will be more sentimental than real; the real change will have been already effected, has, indeed, now been very materially advanced. Before the last Imperial Conference there was a tendency, dictated by office convenience, to separate the Crown colonies administration from that of the self-governing colonies and dominions. The methods of procedure were so different in dealing with a colony which was directly under British Government rule and a dominion which had a practically independent Parliament or two, that one set of officials learned to specialise on one side, another set on the other side, of the administrative work. After the last Imperial Conference this tendency was very much accentuated. The wishes of the self-governing dominions to have their affairs kept apart from those of the Crown colonies was respected as far as office administration would permit, and the Colonial Office began to split into two departments, though still under the one roof and under the one Parliament, my head. When the division is formally announced the officials of the Colonial Office will be able to follow the new system with but slight changes from the present routine.

But if the division is to be thorough some Parliamentary as well as departmental reform will be necessary. If the one Minister is to represent the two departments in the House of Commons—or the House of Lords as the case may be—there will not be a thorough separation; nor, indeed, a separation at all to meet the sentimental objections urged against the present arrangement; and those sentimental objections are really of the first importance in this matter, since the chief basis of the Imperial idea is sentiment. Would the Government go so far as to arrange for a new member of the Cabinet—with some such title as Imperial Minister—as regards the present Government, probably that point need not be discussed since the decision is not likely to be in its hands.

THE NEW IMPERIALISM.

An interesting proof of the general acceptance of the tenets of the new Imperialism is the fact that the Colonial Office in dividing up its work, as it has been doing since the last Imperial Conference, into self-governing Crown colony sections, has assigned to the different dominions the Crown colonies nearest to them. Thus the Australasian department in the Colonial Office has under its care Fiji and the other Oceania settlements; the South African department has the native protectorates. It is reasonable to presume that when the Colonial Office is formally divided up the self-governing dominions section will carry with it some of the Crown colonies, which will be then formally recognised as coming under the sphere of influence of different nations under one Crown. Indeed, that phrase—with its implied sense of a recognition of full national independence—has actually crept into use in the Colonial Office. In the near future, it seems likely, United South Africa will be given full responsibility for the South African native protectorates; Canada will possibly have charge of the West Indies; Australia and New Zealand (when they can agree among themselves) will control, under the Crown, the Pacific possessions of the Empire.

That would still leave a great deal of work for a purely Crown colony department. At present five-sixths of all the work of the Colonial department affects the Crown colonies, only one-sixth the self-governing dominions. The Crown colonies which would remain outside the sphere of influence of any self-governing dominion would make a large group; and a fairly troublesome group. There would always be the contingency, likewise, that a particular Dominion would be unwilling to undertake the responsibility of the Crown colonies within its sphere of influence. But all that is for the future, perhaps. For the present, Colonial Office reorganisation will go no further than the definite separation of the Crown colonies from the self-governing dominions.

THE PRICE OF OPIUM.

Perhaps the most remarkable feature in connection with the letter written to a Bombay contemporary by Sir Sassoon David with regard to the enormous pieces obtained for the opium, is that Sir Sassoon David, who is looked upon as an expert, should have been so far out in his reckoning. Sir Fleetwood Wilson, in the course of his Financial Statement, remarked that he believed Rs. 1,750 to be a reasonably safe assumption of the average price. For the year which has just begun, Sir Sassoon David put the rate at Rs. 2,000. At the first sale on the 5th inst. 3,500 chests realised an average price of Rs. 3,826. The great difference between the figure of the expert and the figure actually obtained, is some excuse for Sir Fleetwood Wilson. Sir Sassoon David, points out that as a result of the large difference between the Government estimate and the sale price there will be a surplus of sixty-eight lakhs, fifty odd thousand rupees for one month's sales at which rate the Government will realise a surplus of over-eight crores of rupees on the year. This of course assumes that the high price will be maintained. This will no doubt depend to a great extent upon how far the Chinese Government carry out their restrictions of opium cultivation in China. From recent news of violent opposition in parts of China to the attempts to stop cultivation it is evident that the Chinese Government have no easy task before them. His own opium does not satisfy the wants of the Chinaman so well as does the Indian product, which is a point in favour of the present high price being maintained, whatever cultivation may take place in China. At the same time it is safe to assume that if the Chinese Government do not fulfil their share of the bargain, the price of Indian opium will fall.—Englishman.

WHAT A PEPPERAGE COSTS.

The elevation of Mr. Herbert Gladstone and Mr. Ivor Guest to the Peership is probably as pleasing to themselves as it is to their many admirers, but each of the gentlemen so honoured will have to pay pretty heavily for the privilege of adding a title to his name. Between them they will have to pay out nearly a thousand pounds.

The higher the rank the higher the fee, and thus Mr. Gladstone as a viscount will have to pay £400 4s. 6d. in fees, whilst Mr. Guest as a baron, which is one degree lower in the British Peerage, will be set off with a mere £300 17s.

It might be supposed, the money is not paid over as a lump sum to one of the State officials as a sort of formal payment in exchange for the title, but is divided up into several items. Mr. Gladstone, for instance, will have to pay £200 in stamp duties, £219 in Civil Office fees, and £17 2s. 6d. in Home Office fees, whilst Mr. Guest pays £150 12s. for his stamp duties, £79 for his Civil Office fees, and £30 15s. for Home Office fees.

But even when the unfortunate peer has paid all these items he has not by any means come to the end of his long expensive list. For the first few months after his accession the newly-fledged peer is simply inundated with official documents demanding a licence on one or another of his new privileges. There is the licence for the coronet on his carriages or motor-cars; and the stamp on his note-paper; not to mention the expensive coronet and robes which all members of the peerage are obliged to provide themselves with.

In the case of the older families, of course, the latter expense is generally avoided, for the robes of state are treasured as family heirlooms and are passed down from one member of the family to another as the occasion demands. But in the case of the newer creations, unless the new peer wishes to hire his robes for the few occasions on which he is expected to appear in them, he is obliged to pay many hundreds of pounds in arraying himself as befits so austere a personage as a peer of the realm.

As a matter of fact, the hiring of robes by the eminent gentlemen in the House of Lords for State occasions is far more prevalent than is generally known which, after all, is by far the most economical method of procedure, for practically the only occasion on which peers put on their symbols is at a State Cognition of the Sovereign, or when they wish to have their portrait taken in their robes, which is, of course, not necessary.

If the truth were known, there is scarcely a peer in the House of Lords whose gold on his coronet is not ploughed and the jewels imitation—simply because of the enormous and useless expense of providing a genuine affair.

But Mr. Gladstone and Mr. Guest have escaped comparatively lightly, for if they had had a higher honour than their present one conferred upon them, such as a duke or a marquess their expense would have been nearly doubled. A duke has to pay fees amounting to £2,003 12s., whilst a marquess runs him close with £301 12s.

A duke, however, is especially unfortunate, for his robes of state cost him almost as much as all his expenses put together. They are the most magnificent of any of British peerage, and are made of the finest scarlet cloth lined with fasset and ermine. Gold lace of the finest quality is plentifully displayed on the robes, whilst his cap of crimson velvet, is surrounded with a pure gold tassel. His coronet, however, is the most magnificent part of his dress, for it consists of a circle of gold, chased and jewelled, and set round with eight strawberry leaves.

It may be stated, however, that every gentleman who has his title bestowed upon him has full knowledge of what the cost of it is likely to be, and is at perfect liberty to refuse the honour if he regard the expense as exorbitant. There is seldom any unpleasantness in the matter of paying up, although at the time when Lord Roberts was raised to the peerage, he was somewhat annoyed at having a bill of £1,750 fixed in epua him for fees relating to his newly-acquired honour.

But his was an exceptional case, for there is

HONGKONG AVERAGE MARKET PRICES.

Corrected 28th April 1910, 100 cts. per \$ Amer.

BUTCHER MEAT.

Gents. Cents.

Beef sirloin & prime cut—Mei Lung Pa B. 20 9

Corned—Ham Ngau Yuk 22 10

Roast—Shit 22 10

Breast—Ngan Lam 15 8

Soup, Tong Yuk 20 10

Stoak—Ngau Yuk Pa 22 10

Slablin—Ngau Lau 30 15

Sausages,—Ngau Yuk Chauung 26 15

Bullock's Brains—Know 9 5

Tongue fresh—Ngau Li each 50 25

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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1842.

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES :

	PER DOZ.
Soda Water	50 Cents
Soda Water (Bombay bottles)	60 "
Potash, Seltzer & B. P. Soda	60 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryade	75 "

SPECIALTIES :

Stone Ginger Beer	85 Cents
Dry Ginger Ale, Pints \$1; Splits 60	"
Lime Fruit Chamb-	"
pagne	Pints \$1; Splits 60

Bottles will be charged for at the Rate of \$1.10, per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON.
Hongkong, 30th April, 1910.

[28]

NOTICE.—All communications intended for publication in "THE HONGKONG TELEGRAPH", should be addressed to The Editor, 1, Conduit Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATHS.

On the 4th instant, at his residence, Conduit Road, THOMAS L. Rose, aged 59 years. [338] On Thursday April 27, 1910, at the General Hospital, Shanghai, Cecilio Bernardo Pereira Collaço aged 37 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 4, 1910.

AWAKENING.

We who have before now deprecated the use of this word when speaking of the great Empire whose interests so vitally affect those, not only of Hongkong, but of many other lands beyond the sea, now find ourselves moved not perhaps by the spirit of prophecy, but by the force of visible facts to recognize that the giant is really moving. Not the unfulfilled promises of the past and present, not the decades of disappointment and failure so weigh on our minds as to blind them to many really hopeful signs. We refrain purposely from prophecy; we dare not even attempt fully to explain the phenomena now apparent. We note them, tentatively suggest their possible meaning, and await developments. One of the most gratifying corroborations of the opinions we have formed after long experience and study is the now undisputed fact that the influence of Hongkong has been mighty in educating our neighbours of the mainland. Our Chinese fellow-residents have in large numbers acquired a sound knowledge of our history and institutions, and have become so accustomed to our ways of thought that they have more or less

adopted them, and perhaps in some cases assimilated them. That they are doing this without losing their own sounds a paradox, but what Chinese mind itself does not seem to the European a mass of paradox? They are now in the world numbers, increasing numbers, of men like Mr. Lo Yuk-shan; who has made a remarkable speech to a mixed audience here in Hongkong at a dinner, and has reached a far wider audience by its publication. This cultured and thoughtful gentleman very rightly and properly affirms the truth that East and West may meet in true harmony and union, and we may assure him that he does not appeal in vain to the British "to never fail to seize an opportunity to break down the barriers retarding the advancement of free and friendly intercourse between the peoples of all races, creeds and colours living under the axis of the flag, that stands for peace, justice, order, freedom, and good government the world over." The speaker quotes, but not fully, the words of Mr. Kipling's "ballad of East and West." Mr. Yuk-shan is right in depreciating the thought that "never the twain shall meet." But we venture to quote onward—

"But there's neither East nor West,
Border nor breed nor birth,
When two strong men stand face to face,
Though they come from the ends of the earth."

Perhaps this idea was at the back of Mr. Yuk-shan's mind when he further cited the words of that well-known "strong man," Mr. Bourne, Judge of H. B. M. Supreme Court: "The best hope of the Chinese would seem to be a strong man." He proceeded to show how hopeless a blunder any insurrection against the ruling dynasty must prove, and how no leader worthy of the noble epithet "strong" would ruin himself and the cause of his countrymen by running his neck and theirs into such a noose. We are in agreement with him; we are sure that no more horrid crime outside the dreams of a homicidal maniac could be imagined than armed enterprise on the part of any section or group of Chinese reformers, however disinterested, able or resolute. Quite apart from the almost inevitable necessity of European intervention, such a movement would be fraught with disaster to the cause of Chinese independence. It is because Mr. Yuk-Shan sees this truth and asserts it, that we regret that the same breath which contained the ever-illustrious name of the Ancient Sage, Confucius, should have clasped the Tai Ping Wong with him and with "hundreds of very able statesmen." Alas! that even the best of foreign educated Chinese of our time should make these slips. Hung the "Heavenly King" as he called himself failed sadly in vigour of character, he had the fanaticism, but not the greater qualities, of a religious chief. Instead of being a Mahomedan he was a mere false Mahdi or Khalifah and so his cause perished. Euthanasia reformers must not imagine that the will to regenerate a decaying world, even if exerted to the point of fanaticism, and a fierce armed revolt against a Government, however unworthy of the name, are alone in themselves sufficient to entitle a man to be called a strong leader, or to merit the praise either of his contemporaries or of posterity. We fear that the late Hung Seu-suen of Hwaihien in Kwangtung Province has no other claim to be clasped with those great men of the past of whom China thinks with gratitude, or with that strong man of the future to whom she looks forward with calm, peaceful and enlightened confidence.

THE SPORT OF THE DARING.

We can congratulate our French friends and neighbours on a new success in a field which Englishmen once thought their own. We have been taught by our own kin how to "buck up" and have taken defeat and instruction from Colonials and Americans. We have learnt modesty too, and do not grudge to plucky little Belgium her well-earned victory in rowing. Still, we thought that in all kinds of sport, even in motoring, we were as yet without rivals on the whole. Even in Arctic exploration, which is perhaps a "sport" on the grandest scale hitherto known to man, our Sir Ernest Shackleton may well grip hands with the gallant and indefatigable Peary, or the only just less fortunate but equally splendid Duke of the Abruzzi. But now we have to give the palm of victory in the newest, youngest and most wonderful of all sports to a Frenchman.

After some marvellous flights in France M. Paulhan went over to England last month, and achieved the winning of the great prize of £10,000 offered by the *Daily Mail* to the first man who flew from London to Manchester, a distance of one hundred and eighty-seven miles. A condition was that the aeroplane might only alight twice on the way. M. Paulhan appears to have only alighted once, at Lichfield, and it would seem that he was forced to do so by darkness, as it was after 8 p.m. The remaining sixty miles would take him less than two hours. He started very early in the morning, remaking us of M. Blériot's early start from near Calais on his successful flight across the Channel to Dover. M. Paulhan arrived at Manchester at 5.30 a.m. This achievement at once gives him a place for ever on the roll of

names of great pioneers. With the brothers Wright and Blériot the name Paulhan will probably never be forgotten, any more than that of James Watt or Stephenson, or Robert Fulton. We are especially glad that a Frenchman has performed this great feat, because the French have exerted themselves extraordinarily in the study, construction and management of airships heavier than the air, and more than one martyr of French blood has given his life in the cause of aviation. Honour is due to these gallant Frenchmen, and their success is as well deserved as it is welcomed and applauded by every sport and courage loving Britisher.

LOCAL AND GENERAL.

BUSINESS was slack in the Summary Court to day.

Mr. Henry Keswick, of Messrs. Jardine, Matheson & Co., Ltd., arrived from England via Shanghai, this morning.

TWO Chinese were fined \$5 each at the Magistrate's this morning for removing stone from Crown land on the 'eak.

Sir Robert Liddell has made a donation of £1,000 towards the cost of a Y. M. C. A. secretary for the F. M. S.

Mr. A. Oechale, manager of the Asiatic Petroleum Co., is in Taiping, not in quest of oil bearing but rubber land.

The F. M. S. gold output during March was 1,75 ozs., and the total for the three months 6,234 ozs.—all from Raub.

THERE has been a violent all-round slump in rubber share quotations to-day, details of which appear in our commercial section.

THIRTY acres of rubber in Ipoh, three years old, has been offered by wire to a local gentleman for \$11,000. This seems cheap at the present prices.

A CHINESE was given six months' hard labour and four hours' stocks in the Police Court this morning for snatching a purse containing \$14.85 from a companion.

LORD KNOLLYS, the King's Private Secretary, replying to an inquiry by a correspondent, wrote that the King was anxious that his name should be kept out of political controversies.

CAPACITIES of big buildings: St. Peter's at Rome \$4,000; Milan, Cathedral 4,000; St. Paul's, Rome, 32,000; St. Paul's, London, 16,000; London's biggest new music hall, the Palladium, 4,000.

THE Services at St. John's Cathedral to-morrow—Ascension Day—will be as follows:—8 a.m., Holy Communions, 11.30 a.m., Matins, and Address by the Archdeacon of Hongkong, 12 noon, Holy Communion, 4.30 p.m., Evensong.

As the Anti-Opium Commissioners have become aware of the fact that many high provincial officials still smoke opium, they intend to impeach a few of them to serve as a warning to the others.

M. T. Rehm, of the Deutsch Asiatische Bank, Tientsin, has been appointed foreign manager of the Commercial Guarantees Bank of Chihli, at the same time retaining his connection with the German Bank.

THE general agent of the Manchurian for Mijo-Hoch-en Landbauexploitatie in Langkau has received a telegram from Taedjor-Poem (dated 29th ultimo), informing him that, at the general meeting of the company held there that day, the resolutions carried at the meeting of shareholders held in Shanghai on the 29th March were passed.

Evidence was called and the case remanded.

DEATH OF AN OLD RESIDENT.

THE LATE MR. THOS L. ROSE.

Another old resident in the Colony has passed away. By the death of Mr. Thomas L. Rose at his residence, in Conduit Road, this afternoon, another familiar figure in the life of Hongkong has been removed. Mr. Rose's demise was due to an affection of the kidney of which he had been the sufferer for some time. On Sunday week last Mr. Rose underwent an operation, and so well did he withstand it that a week later, last Sunday, he was considered to be fairly on the road to recovery. His condition gave absolutely no cause for apprehension and it was even thought, as late as yesterday, that deceased would soon be well and about again.

An unexpected turn, however, for the worst took place this morning and his medical attendant pronounced his condition as being very serious. His friends were communicated with and later in the evening the patient was rapidly sinking. He passed away shortly before 1 p.m. to-day.

The late gentleman's connection with Hongkong must have been one of between 25 and 30 years. In the pioneer days of development in the territory (the British North Borneo Co., Mr. Rose came to Hongkong to take up a position in the Company under Mr. Dudley Travers, a brother of the late Mr. A. K. Travers, at one time Postmaster General in Hongkong. Upon the departure of Mr. Travers, Mr. Rose succeeded him and with Mr. H. L. Dalrymple carried on the business of the Hongkong branch of the Borneo Co. When that firm retired from active operations in the Colony, Mr. Rose established himself as a share and general broker, limiting his sphere of activity to a small but influential clientele.

During the palmy days of the Hongkong and Whampoa Dock Co., Ltd., Mr. Rose joined that flourishing industrial company as its book-keeper in 1893, being promoted to the secretaryship in 1896 when that post was created as a distinct office from the chief management. The volume of the work of that large concern rendered it expedient to separate the two offices. Through stagnation in trade and the absence of severe competition within and outside the Colony, the scheme of reorganization was brought into operation last year when deceased severed his connection with the Dock Co. to once again sit as a stock broker. The office of the Stockbrokers' Association were closed this afternoon out of respect for the deceased. Mr. T. L. Rose was fifty-nine years of age at the time of his death. We understand the funeral will take place to-morrow.

SHANGHAI DERBY.

Minstrel (Alderton). 1
Oil King (Burkhill) 2
Viscount (Springfield) 3

Time: 2 m. 54 1/5 sec.

THE CHINLU CUP.—One mile.

Petron (Jones) 1
Mist (Vida) 2
Cauchouc (Lioday) 3

Time: 2 m. 19 1/5 sec.

Record time: 2 m. 02 sec.

SECOND DAY'S RESULTS.

CHU-KA-ZA CUP.

Minstrel (Alderton) 1

Hawkey (Paulsen) 2

Orcas Rose (Rose) 3

Time: 1 m. 37 3/5 sec.

MONGOLIAN PLATE.

State Bank (Vida) 1

Cauchouc (Lioday) 2

Portrush (Paulsen) 3

Time: 3 m. 02 sec.

RACE CLUB CUP.

Sagittarius (Alderton) 1

Buckingham (Johnstone) 2

Gatwick (Rowe) 3

Time: 4 m. 33 1/5 sec.

GRAND STANZA STAKES.

Cumberland (Johnstone) 1

Rubber King (Burkhill) 2

Prowfield (Moller) 3

Time: 3 m. 55 2/5 sec.

Record time: 3 m. 33 4/5 sec.

PAN BASTER v AFFAIRS.

BRITISH POLICY QUESTIONED.

London, April 29th.

The Government's reply to the daily questions about China have excited the keenest interest and comment.

Independent papers denounce the evasiveness of the replies, *The Globe*, under the title "The Paralyzed Foreign Office," asserts that there is growing reason to distrust Sir Edward Grey's Far Eastern Policy. The paper views with concern the existing tendency to avoid all trouble, initiative and responsibility, even at the expense of a very considerable sacrifice of British interests. His extraordinary weakness in connection with the Chin-chu-Ai-guan Railway was a case in point. *The Globe* continues: "The Government does nothing to help British merchants in Manchuria. Everyone will be glad if Sir Edward Grey uses such influence as remains to him to support the work of British subjects in the Orient."

THE CHINA ASSOCIATION.

The Chinese Consul at Singapore, Cho Ping Lung, has informed the Canton Viceroy by telegraph that one Liu Ching Ha and others, members of a certain revolutionary society, are about to leave Singapore for China with a large quantity of arms and ammunition to be landed at Swatow or thereabouts with the intention of creating a disturbance. On receiving the above information H.E. Viceroy Yuan gave strict instructions to his subordinates to take precautionary steps to prevent the importation of the reported contraband by the alleged reformers.

DAMAGE TO RAILWAY TRACTS.

Owing to the rising of the rivers up country during the last two days, the tracts of the Canton-Hankow Railway have suffered damage to a certain extent in three different places in the Ngai Chan Au section.

THE CHINA ASSOCIATION.

ANNUAL REPORT.

The annual report of the China Association for 1908-1909 has just been issued. It is a bulky document running into 175 pages, and contains a vast amount of interesting matter concerning all that affects British interests in China. It is impossible for us to reproduce it *in extenso*, but it will be of interest to set forth the principal points, in a brief and succinct manner. In the report for 1908-1909 prominence was naturally given to the dramatic events in Peking in November of that year, note was taken of the peaceful succession to the throne by the infant Emperor Hsüan Tung, under the regency of his father, Prince Chien, and comment was made upon a very generally expressed opinion that such peaceful succession was evidence of Chien's innate gift of government, and was hailed as ushering in "The New Regime in China" with high expectancy of progress and reform. In the report for 1909 it is pertinent to attempt some measure of consideration of how far such expectancy has been realized. The report proceeds—

That the year has witnessed some measure of seeming genuine effort in the direction of reform may be admitted, but it would at the same time appear that such effort has so far had but little practical result; effect after effect has been thundered from Peking, condemning existing abuses, commanding their redress, and grandiloquently setting forth the principles of good government and the duties of rulers towards the people. There is little evidence, however, that these exhortations from the Vermilion Pencil have much dethroned the provincial rulers, who, indeed, would seem to base their conduct of affairs on the ancient Chinese proverb, that "The Mountains are high and Peking is far distant." *Vox et priores nihil* would, for the most part, seem to be the result, if not the intention, of Imperial Edicts.

The relations between Peking and the Provinceiform, perhaps, the leading question of the year—a question commanding the greatest attention. The Shanghai Correspondent of *The Times*, has recently (Jan. 10) well put the case. "A centralisation of authority," he says, "is contrary to all the instincts and traditions of the people, and unattainable except through the exercise of force, which has never been definitely available." It is this centralisation which European diplomacy has been endeavouring to force upon China for the past 50 years, and the writer goes on to state a truth, which all who know China will admit, that a provincial mandarin is perpetually compelled by the traditions and necessities of his position to adjust the finances of his *tao* *biu* *guo* *mai*, so as to satisfy at the same time the demands of the Central Government, of local opinion, and of his own future, a problem which he solves according to the exigencies of the situation on the lines of least resistance. In the face of such tradition of Provincial Government it is easy to appreciate the opposition shown towards the new system of constitutional independence by the Central Government, and to understand the cause which is a corded by the provinces to orders from Peking.

RIFLE IN CHINA. It is being constantly suggested by imperfectly informed writers on the Far Eastern question that what Japan effected in the *sixes* may equally be accomplished by China to-day. And such suggestion is, to those having knowledge of Far Eastern affairs, manifestly absurd; it can only have its origin in an any and undigested acceptance of the facts of the great Japanese revolution, without consideration of the abnormal circumstances which rendered that revolution possible, and ignoring the enormous political changes which have been witnessed in the Far East in the last 50 years. It would seem to be forgotten that Japan was able to fight out the question by herself, unhampered by any complicating interests. But in China, what is the position to-day? It has recently been succinctly summed up by the special correspondent to *The Times*, who points to China's complicated network of foreign interests, to the burdens of her foreign indebtedness—hampering her freedom of action—and to the single-eyed attitude of foreign powers "watching for a favourable opportunity to further their political and territorial ambitions at her (China's) expense." In face of such complications in her external relations, coupled with acute internal dissension, the path of reform in China must indeed be a thorny one—3 paths crossed in all directions by both internal and external complications. This loudly-voiced cry of "China for the Chinese" must, in its literal expression, nod if intelligently and patricially conceived, command respect, but it cannot but be suspected that it is merely the cry of the "Young China" party, who, with minds half-opened by a smattering of Western education (an educational condition which has been described as "peculiar") are simply endeavouring to upset the ancient conditions of their country for their own material advantage. Of the leadership, chivalry, and self-sacrifice which characterised, and rendered possible, the Japanese revolution, there is but little evidence in China.

THE CONSTITUTIONAL MOVEMENT AND PROVINCIAL ASSEMBLIES.

In the annexes to the report are a general resume of the numerous Edicts which, during the year, have been issued from Peking on the Constitutional question. The very number of these Edicts is in itself suggestive of an absence of working reciprocity between Peking and the provinces; and, the reading of them certainly gives support to such suggestion, for while they are wordily insistent upon obedience to the Imperial commands, there is constant complaining note of want of provincial co-operation.

RAILWAYS.

With regard to the Provincial assemblies the report comments on the lack of information

on the subject. The Peking correspondent of *The Times* has given his opinion that the general result has "more than fulfilled expectations," and the report proceeds:—

It is surely a significant fact that it took more than two and a half months from the date of the inauguration of the assemblies to collect the information upon which Dr. Morrison's pronouncement is based. In almost any other country the doings of the assemblies would certainly have been immediately known, but China, through her want of communications, is still a sealed country as regards her internal affairs; and this fact raises the further suggestion of the danger arising from the want of intercommunication between the various assemblies, without which no homogeneity of Imperial effort can surely be obtained. Of sporadic earnestness we have apparently some proof, of collective earnestness we have none, and the suggestion may be hazarded that the earnest sporadic work of the provinces may lead the central Government in uncontemplated difficulties.

FINANCE AND CURRENCY.

The report states that it is judged by the standard of the number of edicts on the question of financial reform which have emanated from the Throne during the past year, it would appear that an immense forward stride has been taken towards a betterment of China's fiscal conditions. But of this practically there is, as yet, little or no sign.

As regards the currency question there is simply to be recorded China's continued disregard of her obligations under Article II, of the Treaty of 1902. More than seven years have elapsed since then, and there is still no sign of the "Uniform National Coinage" which the Treaty promised. The mission of Tang Shao-yi to Europe and America, at the beginning of last year, raised expectation that the question was at last being seriously taken in hand; but the result were nil, and Tang, Shao-yi himself, seems to have been relegated to official obscurity. The truth of the matter would appear to be that the interests of those who bathe in the existing system of currency chaos are too strong for the Central Government.

In last year's Report note was made of the certain disastrous result to trade (home or foreign) entailed by the terrible depreciation of the copper coinage—the coinage of the people—and the position to-day, says the report, is worse, than it was then.

OPIUM.

On this question interest naturally centres upon the International Opium Commission which sat in Shanghai in February of last year.

While the Commissioners were unanimous in recognising the sincerity of Chinese Government in its anti-opium crusade, strong note was nevertheless taken, of grave disadvantages entailed in there being no trustworthy statistics as to the acreage under poppy cultivation in China, despite the Imperial decree of June, 1907, calling for such return. The Chinese delegates undertook to call the attention of their Government to the matter, which of course is one of prime necessity for the purpose of ascertaining how far China is performing her part in the international undertaking. But without questioning the honesty of intention of the Chinese Government in the matter, the fact remains that no trustworthy statistics are yet forthcoming—noting more in fact than fragmentary provincial reports, which there is only too much reason to suspect, may have their origin in interested personal motives.

MANCHURIA.

The various questions in regard to Manchuria are discussed at some length. After another month's' says the report, experience of development of affairs in Manchuria, we can only stand confirmed in the belief that in a country administered as is China, railway control is being proved to be closely synonymous with territorial control—a fact which the Chinese seem to be appreciating elsewhere than in Manchuria. After reciting the course of events in connection with the question of Russia's claim to "absolute and exclusive rights of administration" in the territories of the Chinese & Manchurian Railway, the report observes that the settlement of this question of jurisdictional rights, whether Russian or Japanese, in the Manchurian railway zones is one of pressing importance. It quotes Dr. Morrison, who recently said: "It is increasingly evident that no permanent solution and no satisfactory progress will be possible until the respective spheres of influence and rights of the Japanese and Russian Railways are clearly defined in the spirit of the Portsmouth Treaty." After reference to the "Manchurian Convention," signed in Peking last September, by which the vexed question of the Hsin-ti-ku-fukun Railway received its quietus, the report refers to the Chin-chow-Tai-shih-Arion Railway, an Anglo-American enterprise, regarding which it was reported on Jan. 21, "on good authority," that a rescript had been issued sanctioning the preliminary agreement entered into last October.

Possibly a good deal more will be heard of this scheme in the near future; meantime, one or two questions seem to present themselves. Is it, for instance, the intention of the United States to apply to this railway the principle of internationalisation which they have recently advocated? What will be the attitude of Russia and Japan towards it, seeing the jealousy with which both countries regard the railway development of Manchuria and Mongolia? It is reported that they are not actively hostile, and that they can be placated by an arrangement of participation; what terms of participation will they require? Again, why did China choose the particular time, when attention was so fixed upon the "railway internationalisation" proposal, to publish the restraint ratifying the concession of this line to an Anglo-American group? Why not first have secured the certainty of Russo-Japanese co-operation?

RAILWAYS.

In the Report for 1908 it was stated that during that year little progress of a satisfactory

nature had been made in the development of railway enterprise in China. The Report for 1909 must be that the year has seen a very remarkable development, but whether satisfactory or not is a question which the future must decide.

The main point of interest is the influence which has been exercised over railway development through the remarkable growth of what is known as the "China for the Chinese" movement, and the resistance which the provincial leaders of that movement oppose to foreign enterprise in the Empire, despite concessions obtained through Peking. The movement is a remarkable one; no doubt it appeals, and is meant to appeal, to the people as patriotic, but more probably it has its foundation in the desire of its promoters to retain for themselves the opportunities of illicit gain which attach to native-managed enterprises. Anyway, it would seem to be certain that this "Revolt of the Provinces" (as it has come to be called) finds its chief in other directions, in a provincial reversion of the weakness and incapacity of the Central Government, and in the belief that the orders of Peking may be disregarded with impunity. There can be little doubt that the "loan terms," which foreign lenders to China have found it necessary to impose for their own protection, are resented by a large and increasingly powerful section in China. There ought not to be any reason why China should not freely offer foreign capital for the exploitation of her enormous potential wealth in the same way as money is sent to other countries; but the Government of China, being what it is, simply compels lenders to safeguard themselves through "loan terms" which under other conditions would be unnecessary.

The incidents in connection with the loan terms of the German section of the Tientsin-Pukow railway are commented on, it being pointed out that subsequent events fully supported the view widely held that the agreement (of Pukow terms) does not adequately safeguard the expenditure of foreign loan funds. Reference is also made to the international squabble in connection with the Hankow-Can-ton and Hankow-Szechuan lines. The report states that one point is worthy of note, which is that after a year of contention the several competing Powers do not appear to have arrived at a satisfactory conclusion, and that the local Chinese are strongly (and with some semblance of success) pressing their demands that the lines should be home-constructed.

LEKIN.

On the subject of lekin the report observes:—It must be admitted that in our appreciation of "things Chinese" we are constantly falling into error. For instance, the opinion was generally expressed that railway development in China would prove to be the death-knell of lekin. Such opinion has been proved to be utterly wrong, for the railways have simply proved an easier means for lekin extraction than before. This has been particularly exemplified on the Shanghai-Nanking line, over which the carriage of goods is practically rendered prohibitive through the exactions of the lekin officials. And as regards lekin generally, it has to be observed that the curse grows worse and worse—new exactions, under all sorts of names, are being levied in every direction. Take the case of Shanghai; not only are the settlements becoming surrounded by an ever closer cordon of lekin stations, but the utmost vigilance on the part of the Municipal authorities is required to prevent interference with the native shopkeepers in the settlements themselves.

MISCELLANEOUS.

With regard to mining the report points out that the Chinese Government has made no attempt to fulfil the engagements which by treaty they undertook. Reference is made to the Kiang-su Mining Company in Szechuan and the Anwei Coalition. Other questions dealt with are weights and measures, the Huangpu Conservancy, British Postal Agencies in China, Trade Marks, Shanghai Settlement Extension, the School of Chinese, the Hongkong University, etc., which do not call for any special comment. For the rest the report contains the full correspondence with the local branches and reports of the annual meeting and dinner, together with a synopsis of the more important edicts issued from the end of 1908 to Jan. 7, 1910.—*L. & C. Express.*

2010 KISEN KAISHA.

CONDITIONS STEADILY IMPROVING.

Our readers will be pleased to learn that contrary to general expectation, the business of the T.K.K. is steadily improving. On the South American route the gross profits carried by the *America Maru* were Y104,720. On the first voyage of the *Hongkong Maru* Y15,300 and on the second run Y26,000 were made in profits. Besides this return, the Government subsidy is Y170,000 per voyage and there is a good margin from this even after all expenses are met. It is expected therefore, says the *Japan Herald*, that if the favourable conditions continue through the six voyages during this year the estimated profit will be obtained. The business on the North American service is also growing favourably. In the latest voyage of the *Chigo Maru* a profit of Y300,000 was obtained and it seems possible that Y400,000 will be reached in future voyages. Such being the conditions, the net profit will very likely cover the greater part if not all of the loss amounting to Y1,000,000.

ONCE the race meeting is ended, the swimming men in Shanghai hope to begin training for the coming summer aquatics. It is understood that the Hongkong men are already hard at work getting into form, and, although nothing official has yet been arranged, it is hoped that several of the best swimmers from the southern port will be able to come up here and meet our cracks in the big bath—*Shanghai Times*.

To-day's Advertisements.

WANTED:

LARGE APARTMENT suitable for Office. Centrally situated. First Floor prefarred. Lift, if higher floor. Must be well lighted and ventilated. Send particulars to—

"L." Care of This Paper. Hongkong, 4th May, 1910. [339]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN."

Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 7th May, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 4th May, 1910. [336]

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE."

Captain G. E. Warner, will be despatched as above on or about 25th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 4th May, 1910. [337]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DERFFLINGER."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Trasures and Valuables, are being landed, and stored at their risk into the Godowns, and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at the Godowns, where they will be examined on the 10th of May, at 9.30 A.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 4th May, 1910. [344]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense, into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 4th May, 1910. [344]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE."

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, and stored at their risk into the Godowns, and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at the Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 9.30 A.M.

All claims must reach us before the 14th of May, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. *Therapia* from Constantinople.

Dandolo from Venice.

Burgomaster from Zanzibar.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 3rd January, 1910. [71]

COMMERCIAL.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers,

From Hongkong "EMPEROR OF INDIA" SATURDAY, MAY 14TH.

FRIDAY, JUNE 10TH.

"MONTEAGLE" TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN" SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA" SATURDAY, JUNE 25TH.

"EMPEROR OF INDIA" SATURDAY, JULY 16TH.

"MONTEAGLE" TUESDAY, AUGUST 16TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress" of British Columbia and "Empress" of Ireland are mail-carrying vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 443.

Via New York 445.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Puis (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamers	Leaves
SANDAKAN	MAUSANGI	FRIDAY, 6th May, Noon.
MANILA	YUNNANG	FRIDAY, 6th May 4 P.M.
SINGAPORE	HIN-SANG	SATURDAY, 7th May, Noon.
SHANGHAI	HANG-SANG	SATURDAY, 7th May, Noon.
TIENTSIN	CHONGSHING	MONDAY, 10th May, Noon.
MANILA	LOHNG-SANG	FRIDAY, 14th May, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 17th May, Noon.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	WEDDAY, 18th May, Noon.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers *Akisato*, *Nanmei* and *Yokohama* leave about every 3 weeks for Shanghai and returning via Kobe (Island Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Obosio, Tientsin & Newchow.

Taking cargo on through Bills of Lading to Kudat, Labad, Data, Simpona, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers. Hongkong, 4th May 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. To All.

HONGKONG FOOHOW 5th May, 10 A.M.

SHANGHAI ARRIU 5th 4 P.M.

WEIHAIWEI, CHEFOO & TIENTSIN HULCHOW 6th 4 P.M.

HAIPHONG BI-GAN 7th 10 A.M.

SAIGON HINGPO 7th Noon.

SHANGHAI CHINHUA 8th Daylight.

MANILA TEAN 9th 3 P.M.

SHANGHAI CHENAN 10th 4 P.M.

SHANGHAI LINAN 11th Daylight.

MANILA TAIMING 12th 3 P.M.

MANILA, ZAMBOANGA & AUSTRALIA CHANGSHA 13th 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Fare booked through for all Australasia, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenau*, *Linan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, have Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern Chinese Ports.

N.B.—Passengers must embark before daylight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINE, AGENTS.

Telephone No. 16. Hongkong, 4th May 1910.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamer	Captain	For	Sailing Date
ATIRO	R. Rodger	MANILA	SATURDAY, 7th May, at Noon.
RUBI	A. Fraser	"	SATURDAY, 14th May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.

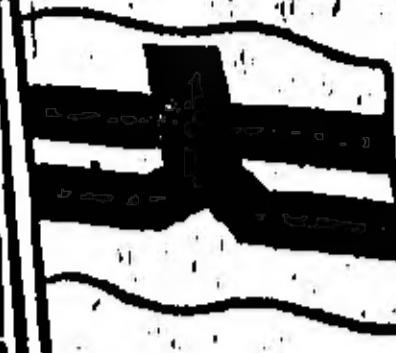
General Managers.

Hongkong, 4th April, 1910.

19

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

AND

THE CHICAGO,

RUBBER ES1ATE RETURNS.

	Feb.	Mar.	Total
Allagar	1,850	2,050	5,900
Anglo Malay	497,18	53,167	53,191
Ayer Molek	1,344		
Ayer Kuning	200	200	
Baligwises	7,595	9,028	16,623
Banteng	1,259	1,464	4,029
Batu Caves	10,124	13,611	19,835
Batu Tiga	5,000	6,300	11,857
Bertam	10,000	9,588	32,088
Bukit Kajang	937	2,603	5,586
Bukit Rajah	37,362		37,362
Bukit Lintang	2,500	2,850	7,350
Carey United	6,000	8,000	19,550
Castlefield	2,138	2,800	8,312
Changkat Serdang	2,806	3,787	6,593
Cicely	8,350		8,350
Consolidated Malaya	29,241		44,074
Caledonia	14,760	16,000	50,760
Damansara	19,022	20,584	54,671
Edinburgh	5,800		10,450
Federated (S'gor)	8,830		19,531
F.M.S. Rubber	22,179	24,450	6,489
Gedong	7,500	11,500	24,000
Glencairn	1,045	1,665	3,588
Glencairn	1,719	2,172	3,784
Golden Hope	3,748	6,101	12,247
Golconde	10,931		21,909
Harpender	3,000		6,545
High & Lowlands	40,724	47,773	131,73
Inch Kenneth	11,441	13,182	37,403
Jebong			16,000
Kapar Para	8,599		16,465
Kalumpung			
Kamunting	5,000	6,332	11,341
Kempsey	2,324	3,304	7,151
Kepong	2,459	2,900	5,359
Kuala Klang	6,214	(to end of Feb.)	
Krian Rub. Est.	1,695	3,091	5,773
Kuala Lumpur	41,175	47,000	134,310
Kubo	9,344	16,112	38,319
Kudabon	20,458	27,717	76,932
Kedbury	8,020	8,552	24,620
Kinggi	57,500	63,500	179,000
Kondo Asilic	7,555	9,851	26,318
Lalaca Plant	27,000	27,000	81,000
Limb Hummock	4,903		
Lova	4,900	6,000	16,050
Liam	1,350	2,000	4,350
Lialing	23,542	31,368	60,100
Lob	4,043	5,314	7,885
Lok Plant	7,730		19,362
Lor Dickson	510	621	1,676
Lu Rubber	4,314		9,314
luna	9,870	11,000	33,320
ngat	4,168	5,169	14,437
laba	2,500	4,423	9,923
lai Choh	3,150	3,550	9,550
lai Kapar	16,000		34,000
laidycroft	6,438	6,280	22,566
lafield	8,500	11,437	28,937
lager	3,188		6,678
lamban	17,820	37,540	58,737
lawang	4,279	5,320	5,599
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art Dickson	510	621	1,676
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luna</			

Intimations

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

SHARE QUOTATIONS.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,100,000 \$15,000 \$350,000	\$2,023,148	£1/- for half year ending 31.12.09 @ ex 1/3 = \$15.11	4 %	\$965 sellers London 5/10.
National Bank of China, Limited	99,925	7	40	\$4,000 \$10,000	\$30,552	5s (London 5/0) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,160,000 \$154,583 \$102,791 \$15,000	none	5s for 1908	7 %	172
North China Insurance Company, Limited	10,000	15	15	Tls. 22,000 Tls. 185,553 Tls. 120,80	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 115 sellers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$100,000 \$1,15,488 \$105,339 \$7,5085	\$187,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	5 1/2 %	\$845 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$30,000 \$30,4405 \$109,264	\$77,037	\$12 and bonus \$3 for 1907	7 %	\$225
FIRE.								
China Fire Insurance Company	20,000	\$100	\$20	\$1,000,000 \$550,34	\$4,846	\$6 and bonus \$4 for 1908	7 %	\$112 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$16,218	\$27 for 1908	8 %	\$141
SHIPPING.								
China and Manila Steamship Company, Limited	50,000	\$25	\$25	\$7,743 \$230,000 \$100,000	Dr. \$37,7	\$6/- for 1908	...	\$14
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$15,000 \$100,000	...	2 1/2 for year ending 30.6.1908	...	...
Hongkong, Canton &acao Steamboat Co., Ltd	80,000	\$15	\$15	\$5,750 \$105,545 \$19,100	...	Final of \$12 for account 1909	8 %	\$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$10,000 \$40,000 \$720,000	...	6/- for 1907 on Preference shares only @ px 1/10 11/16-53, 154	...	...
Do. Do. (Deferred)	60,000	45	45	...	...	3rd in 1/2 per sh. (coupl. No. 12) making 1/2 in all 4/- for '08 & interim of 1/- for ac. '09	5 %	94/-
"Shell" Transport and Trading Company, Limited	2,000,000	45	45	\$100,000 \$65,000 \$46,980	...	\$12/- for year ending 10.4.1909	4 %	\$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	...	...	\$25/- for year ending 10.4.1909	3 1/2 %	\$141 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$83,023	Dr. \$7,090	5s per share for 1909	...	\$178 b. & ss.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	...	Dr. \$15,801	5s for 1897	...	\$28
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	...	Tls. 6 for year ending 31.12.09	...	...	Tls. 900 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£215,000 £84,390	...	Final of 1/6 making 3/- for 1909	7 %	Tls. 18
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	none	...	First year	...	Ps. 10 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£10,000 £10,000	...	5s per share 13/- dividend	...	58 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.09	...	\$83
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000 \$33,593 \$40,000	...	5s 1/2 for 1909	...	\$57 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	...	...	Interim of \$12 for account 1909	...	160 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	...	...	Interim of Tls. 21 for 1910	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Ps. 100	Tls. 100	...	...	Final of Tls. 4 for 1909	7 %	Tls. 123
LANDS, HOTELS & BUILDINGS.								
Augustine Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	...	...	Tls. 6 for year ending 30.2.09	5 1/2 %	Tls. 102 sellers
Central States, Limited	50,123	\$15	\$15	\$15,000 \$50,000	...	\$1.20 on old and 60 cents on first new issue	...	\$165 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	...	...	\$2.60 on old shares and 1.30 on new shares	...	5107 1/2
Hongkong Land Investment and Agency, Co., Ltd.	8,000	\$10	\$10	...	...	5s for half year ending 31.12.09	5 1/2 %	184
Humphreys Estate & Finance Company, Limited	50,000	\$100	\$100	\$150,000 \$20,000	...	Interim of 3/- for account 1909	5 1/2 %	\$103 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	...	...	45 cents for 1909	6 %	38 1/2 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	...	...	52/- for 1909	5 %	\$29 buyers
West Point Building Company, Limited	12,500	\$50	\$50	...	...	Final of 6% bonus Tls. 1 for 1909	6 1/2 %	\$40
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	...	...	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 137 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dying Company, Limited	125,000	Si	Si	...	...	50 cents for year ending 31.7.08	...	56 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	...	...	Tls. 7 1/2 for year ending 30.9.09	...	Tls. 62
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	...	...	Tls. 6 for 1909	...	Tls. 28
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	...	...	Tls. 25 for 1909	...	Tls. 250 ex div.
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	...	...	15% per share for 1908	10 %	\$10 buyers
Chin-Bureau Company, Limited	60,000	\$12	\$12	...	...	60 cents for 1909	10 %	\$111 sellers
China Light and Power Company, Limited	50,000	Si	Si	...	...	10 cents for year ended 31.12.09	...	52 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	Si	Si	...	...	50 cents for 1909	8 1/2 %	\$84 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	...	...	Final of 40 cents making in all 75 cents	8 1/2 %	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	...	...	50 cents for year ending 31.12.09	10 %	\$71 s. and ss.
H. Price & Company, Limited	12,000	\$10	\$10	...	...	50 cents for year ending 31.12.09	10 %	Si
Hongkong Electric Company, Limited	60,000	\$10	\$1	...	...	Final of 40 cents making in all 75 cents	8 1/2 %	Si 1/2 ex div. b.
Hongkong Ice Company, Limited	5,000	\$25	\$25	...	...	50 cents for year ending 31.12.09	6 %	Si 1/2
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	...	...	Final of 50 cents for 1909	6 %	\$160 sellers
Maaitschappij tot Mijn, Bosch en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	...	...	Final of 51/- making in all \$2 for 1909	6 %	\$121 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	...	...	80 cents on fully paid shares and 8 cents on \$1.50 paid shares for year ending 30.4.09	6 %	\$15 buyers
Peak Tramways Company (now)	50,000	\$10	\$10	...	...	None	3 1/2 %	\$160 buyers
Philippine Company, Limited	75,000	\$10	\$10	...	...	None	...	\$111 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	...	...	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 315 sellers
South China Morning Post, Limited.								
Steam Laundry Company, Limited	6,000	\$25	\$25	...	...	40 cents for year ending 31.5.09	8 %	\$45 buyers
Union Waterboat Company, Limited	20,000	\$10	\$10	...	...	60 cents for year ending 31.12.09	5 %	\$5 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	...	...	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$9 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	...	...	Final of 30 cents for 1908	6 1/2 %	\$63 buyers
William Powell, Limited	15,000	\$7	\$7	...	...	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	6 1/2 %	53 sellers

COMPANIA GENERAL DE TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.